

Today's
Advertisements.

TO-NIGHT! TO-NIGHT!
ELITE SKATING RINK,
"AND ALL THAT THE WORDS IMPLY,"
LATE
VICTORIA HALL,
DUDELL STREET.

Afternoon Sessions—from 4.30 to 7 P.M.
Evening Sessions—from 8.30 to 12 P.M.
NAVAL AND MILITARY NIGHTS
EVERY WEDNESDAY.

The HONGKONG REGIMENTAL BAND
will be in attendance.

A FANCY DRESS CARNIVAL will take
place on FRIDAY, the 11th December.

PRICES:—Skates and Admission \$1.00
Admission 50

N.B.—The Management reserve the right of
refusing Admission.

SAM MARKS,
Proprietor.

Hongkong, 1st December, 1896. [1796]

HONGKONG RIFLE ASSOCIATION.

THERE will be NO COMPETITION
TO-MORROW (SATURDAY).

F. SMYTH,
Honorary Secretary.

Hongkong, 4th December, 1896. [1039]

HONGKONG PHILHARMONIC SOCIETY.

A CONCERT will be given in
St. GEORGE'S HALL (CITY HALL)

ON
THURSDAY, the 17th December, 1896,
AT 9.15 P.M.

SEATS may be secured at Messrs. W.
ROBINSON & Co.'s on and after WEDNES-
DAY next, the 3rd instant, at 4 P.M. precisely.

PROGRAMME will shortly be announced.
Hongkong, 4th December, 1896. [1851]



VICTORIA PRECEPTORY.

A REGULAR MEETING OF THE VICTORIA
PRECEPTORY will be held in the FREE-
MASON'S HALL, Zetland Street, on WEDNES-
DAY next, at 5 for 4.30 p.m. precisely.

Visiting Sir Knights are cordially invited to
attend.
Hongkong, 4th December, 1896. [1852]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"HUNAN,"

Captain Fraser, will be despatched as above
TO-MORROW, the 5th instant, at 4 P.M.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 4th December, 1896. [1863]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"NAMO,"

Captain Hall, will be despatched for the above
Ports on SUNDAY, the 6th instant, at
Daylight.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.

Hongkong, 4th December, 1896. [1864]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SHANGHAI AND CHEFOO.

THE Company's Steamship

"TAMU,"

Captain Vaughan, will be despatched as above
on MONDAY, the 7th instant, at 2 P.M.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 4th December, 1896. [1865]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SINGAPORE, SAMARANG AND
SOURABAYA.

THE Company's Steamship

"FOOCHOW,"

Captain Blackburne, will be despatched as above
on WEDNESDAY, the 9th instant, at Noon.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 4th December, 1896. [1867]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship

"SUISANG,"

Captain T.R. Galloway, will be despatched as above
on FRIDAY, the 11th instant, at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 4th December, 1896. [1866]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship

"SUISANG"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.

Cargo impeding the discharge or remaining
on board after 4 P.M. of the 7th instant will
be landed at Consignees' risk and expense into
Godowns at East Point.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 4th December, 1896. [1866]

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINES
AND
SPIRITS.

ALL these are selected by our London House,
bought direct at first hand, imported in wood
and bottled by ourselves, thus saving all inter-
mediate profits, and enabling us to supply the
best growths at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on
Application.

PORT after removal should be rested a month
before use. When required for drinking at
once it should be ordered to be decanted at the
DISPENSARY before being sent out.

SHERRY.—Excellent Dinner and After Dinner
Wines of very superior Vintages. All are
true Xeres Wines.

CLARET.—Our Claret, including the lowest
Priced, are guaranteed to be the genuine
product of the juice of the grape and are not
artificially made from raisins and currants,
as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be
pure COGNAC, the difference in price being
merely a question of age and vintage.

WHISKEY.—All our Whiskey is of excellent
quality and of greater age than most brands
in the market. The SCOTCH WHISKEY
marked "E" is universally popular, and is
pronounced by the best local connoisseurs
to be superior to any other brand in the
Hongkong market.

We only guarantee our WINES and SPIRITS
to be genuine when bought direct from us in the
Colony or from our authorized Agents at the
Colon Ports.

A. S. WATSON & CO. LD.
THE HONGKONG DISPENSARY.

Hongkong, 15th September, 1896.

The Hongkong Telegraph

HONGKONG, FRIDAY, DECEMBER 4, 1896.

NOTES AND COMMENTS.

The first meeting of the winter session of
the Legislative Council was held yester-
day. Some new members were sworn
in and conspicuous among them was
His Excellency the Major-General, who,
as was pointed out by the Governor
in his opening address, has very properly
been added to the Council on his appoint-
ment as Administrator of the Government
in the Governor's absence. The Colonial
Secretary then laid upon the table the
Observatory report for 1895; the report
of the Po Leung Kuk Society for 1895;
the half-yearly report to 30th June of the
D.P.W.; the report on the Tai-ping-shan
Improvement Works; the report of the
Government Offices Improvement Com-
mittee; and the report of the Tung Wah
Commission. We do not propose to deal
with any of these papers to-day. With
the exception of the Tung Wah report
they are of very little importance,
although we shall not entirely overlook
them. There is some amusement to be
had out of at least one of them, namely,
the Offices Improvement Report; but it
will keep.

The reports tabled, His Excellency
the Governor came to the front and
explained that he had reserved to himself
the duty of laying on the table certain
correspondence respecting the Gap Rock
Light dues, papers which, with a very
important addition, Mr. WHITEHEAD had
laid before the public at an earlier hour
in the columns of the *Daily Press*. The
Governor, referring to Mr. WHITEHEAD's
"vigorous protest, written in his usual
uncompromising style," as vigorously,
and in very much more forcible
language, repudiated as "utterly untrue"
a purely imaginary charge, which he
professed to find in the Honourable
Member's letter, of "entering into a private
correspondence" about the Gap
Rock Light dues. His Excellency left the
individual members of Council, who were
also attacked in that letter, to defend
themselves from the charge of "secret
conversations" made against them, and
it must be said for them that they came
forward at once and were as indignant,
but a little more lengthy than the Gov-
ernor. Neither of them, however, said that
they had had a little conversation with
the Governor in his private office a few
minutes before the Council met, nor did
they inform the Council of what had
been said or done there. We need not
now refer to the nature of Mr. WHITE-
HEAD's complaint which gave rise to all
this simulated indignation. We all know
the nature of it and all recognise the
justice of it. It has been made the subject
of complaint and remonstrance before.
Dr. HO KAI, with his usual good sense,
declined to express any opinion about it
on its merits, while intimating very clearly
that it did not meet with his approval, and
that he would prefer to have things other-
wise arranged. He brought out the fact
that the correspondence about the Gap
Rock Light dues, when it came to him, was
marked "confidential" which is rather a
stronger word than "private." He repu-
diated the idea of any correspondence

of the sort being treated as confidential,
and asserted, doubtless with perfect
truth, that he had consulted his Chi-
nese friends and constituents. What they
know about a "Free Port," and what
constitutes it, it would be difficult to tell;
but that is another question and we will
pass it by. Dr. HO KAI then got virtuously
indignant at the (also imaginary) charge
he professed to find in Mr. WHITEHEAD's
letter, that he had acted on the advice he
had given the Government from private
and interested motives, and he denied
having any house or land property in the
Colony—if he has not what his interest
in it is we should like to know—and he sat
down. Mr. CHATER followed and he did
not deny the soft impeachment that he was
largely interested in land and not at
all in shipping. He did in very em-
phatic terms deny that he had engaged in
any "private" correspondence with the
Governor or Colonial Secretary agent the
Light Dues. Mr. WHITEHEAD repudiated any
idea of misrepresenting or maligning any of
his colleagues, but stuck to his point that
correspondence of the kind laid on the
table is not public, and is therefore "private,"
and referred to the private and confi-
dential communications between mem-
bers of Council and others and the Gov-
ernment in the matter of the Sanitary
Board, by means of which the Government
was so terribly deceived as to the state of
public opinion on the subject. We may
add, a proper of that, that some of that
correspondence is still unpublished, the
writers refusing their assent.

The Colonial Secretary could not, of
course, keep himself out of the debate, and
followed with a useless question to ascer-
tain if Mr. WHITEHEAD had or had not con-
sulted the Chamber of Commerce on the
subject of this correspondence. As he
had done so, he could not have looked on
it as private, and if not what had he to
say for himself. All the speakers delib-
erately ignored the real charge made
against them. It was not alleged that the
correspondence was "private" as opposed to
"official," but "private" as opposed to
"public and open to all the world." Her
Majesty the Queen appoints men members
of the Legislative Council that they may
discuss public questions and advise Her
Governor in the full light of day, at the
Council Board, with the representatives of
the press and of the public taking notes of
what they say, and with all the assistance
that public writers and full discussion
and debate can give them, and not in the
private office of the senior unofficial
member, or by means of demi-semi-official
letters which are marked "confidential,"
and which the writers may require should
be kept secret. Mr. WHITEHEAD is right,
doubtless, and the Governor and
Dr. HO KAI and Mr. CHATER were con-
scious of it, and the indignation was simu-
lated, and the pretence of any charge of
personal misconduct was "utterly untrue."

After this exciting episode certain
financial minutes were tabled and an anti-
quated report of a Finance Committee
was adopted; a Sanitary Board by-law
about whitewashing was approved under
a sort of protest from Mr. CHATER that it
affected landlords seriously. Mr. WHITE-
HEAD had leave to publish his correspond-
ence with the Government about arms
and ammunition and the position of Informers-
General to the Chinese Maritime Customs
taken up by the Government and Police
here.

His Excellency then did, what all
other Governors have done as the
very first business at the opening
session of the Council—read his open-
ing speech. It was very clear, very
moderate, and, on the whole, very sat-
isfactory, although given in the middle and
not at the commencement of the sitting.
The attack on Mr. WHITEHEAD was too
urgent to be postponed even for an
opening address. Certain portions of
that address we shall have to deal with
to-morrow. At the conclusion of the
Address there was no reply by the Senior
Unofficial, or any other member, as is
customary.

The Honourable the Acting Attorney-
General moved the first reading of the
Military Contribution Ordinance. He
attempted to be eloquent, but failed, and
he tried to insinuate that any opposition
to the Bill on the part of unofficial members
was unpatriotic and ought to be abandoned.
He prayed for a unanimous vote in favour
of the Bill and did not get it. The unofficial
members, not unnaturally, wanted an
answer to their last protest and demand
for the same treatment that has been
meted out to Singapore, and Mr.
WHITEHEAD moved and Mr. CHATER
seconded the postponement of the measure.
The Hon. Mr. LOCKHART opposed the
motion and committed the official
members to a vote in favour of the Bill,
getting a backhander from the member
for the Chamber of Commerce and another
from Dr. HO KAI, the latter supporting the
amendment and the other honourable
member having consulted his constituents,
the leading members of the community.
In the Colonial Secretary's opinion there
is only one "leading member" of the
community, and as he thinks the Colony
well able to pay even a much larger con-
tribution to the opinion of all the "small
fry" counts for nothing. From Mr. CHATER
the Colonial Secretary drew a very decided
and thoroughly well-deserved rebuke.
He had accused the mover and seconder of
the motion for an adjournment of attempt-
ing to "burr" the Bill; that is, to get
rid of it feloniously, secretly, murderously,
as the Burkes in Edinburgh made away
with their helpless victims. Mr. CHATER
resented the imputation and explained that
his sole desire was to prevent the rights
and liberties of British subjects from being
"burked" by the Colonial Secretary and
his fellows.

An official member of Council (other than
the Colonial Secretary or Attorney-
General) then spoke for the first time—for
years it is not?—in the person of Mr. MAY.
He tried to throw oil on the troubled
waters but without success. It is an un-
usual position for an Irishman to take up,
but he did not succeed, and Mr. CHATER
persisting in his motion, there was the
usual division with the usual result—the
Unofficials swamped by the Officials. We
shall always look upon Mr. Wai YUK as an
official. He was nominated solely
because of his proclivities that way.

The business of the Council concluded
with an inquiry from Mr. WHITEHEAD
about a rearrangement of seats at
the Council table, a pro-
gramme having been prepared and circu-
lated by the Colonial Secretary appointing
a seat to each member. If each member
is not free to take the first vacant
seat, as in the House of Commons,
they should be arranged, if arranged at
all, in order of precedence; but this
has not been done. Neither are they in
alphabetical order. What is the dodge?
Has the wily Colonial Secretary sought to
neutralize the wild spirits of the Council
by coupling the lion with the lamb?
Perchance it is a question of spiritual
affinities! It is puerile to make such
arrangements. Either no arrangement or
else in strict order of precedence, or the
unofficials all together, would be better.

His Excellency the Major-General
commenced his career as a legislator by
a happy compliment to our very able and
very well-informed fellow citizen, Mr.
CHATER, and thereafter certain Bills were
read a first time. But we will follow the
custom of the Council and postpone con-
sideration of them till their second reading.

REUTER'S MESSAGES.

RELEASE OF DR. JAMESON.

LONDON, December 2nd.

Dr. Jameson was removed from Holloway Gaol
last night, in an ambulance.

RUSSIA AND THE DARDANELLES.

The St. Petersburg *Bourse Gazette* demands
the free passage of the Dardanelles for Russian
ships alone; also the abrogation of the treaty of
1847.

ITALY AND AFRICA.

The Italian Chamber has rejected the motion
of the opposition for an early discussion on the
abandonment of Erythraea.

BREAKDOWN OF A FRENCH
MAIL LINER.

THE "SAGHAIEN" UNABLE TO LEAVE SAIGON.

The Agent of the Messageries Maritimes
courteously informs us that owing to an accident
to her machinery the *Saghaien*, with the mails
despatched from London on the 6th November,
is not able to leave Saigon. She will be replaced
by the Messageries Maritimes steamer *Tamite*,
which will leave Saigon to-morrow with the
Saghaien's mails, passengers and cargo.

PUNJOMS.

The Secretary of the Panjoni Mining Com-
pany has received a telegram from the mines
giving the result of the November clean-up as
follows:—

Mill ran 26 days crushing 1150 tons yielding
530 ounces of smelted gold. Forty-five tons of
concentrates were calcined, yielding 77 ounces of
gold.

LOCAL AND GENERAL.

H.M.S. *Narcissus* leaves for Nagasaki
to-morrow.

THE "destroyers" *Hart* and *Handy* have
arrived at Singapore.

THE German ship *Kaiser* arrived here from
the north this afternoon.

A MEETING of the Legislative Council will be
held on Monday, the 7th inst., when the Bills
that were read a first time yesterday will be
further considered.

We understand that Dr. Yerush has completed
his report on experiments with plague serum and
forwarded it to Paris through the Govern-
ment of French Indo-China.

OUR Hainan correspondent reports that although
there are no French merchants in the place, yet
the French Government has decided to open a
consulate in Hainan early next month. A vice-
consul will be appointed to the post.

THE Russian ironclad *Imperator Nicolas I.*
steamed into Singapore on the 27th ultimo
from Manila. When she left here recently it
was stated she sailed for Yokohama, but that was
not correct. She is proceeding to join the Russian
Mediterranean fleet.

AT the meeting of the Sanitary Board yesterday
by-laws for the regulation of bakehouses, for
providing for the sanitary maintenance of opium
divans, and by-laws under section 13 of Opium
Ordinance 15 of 1894 (Closed Houses and Insanitary
Dwellings Ordinance) were considered and
passed.

THE Baby Exchange, run by the *Review of
Reviews*, still appears to flourish. The October
list of babies offered for adoption gives par-
ticulars of 40 girls and 48 boys, of whom 22 only are
legitimate. As Mr. Stead refuses to have any-
thing to do with persons whose legitimate pretensions
for the adoption of the children, the poor little
walls who obtain homes through the medium of
his paper are likely to be well cared for and to
escape the horrors of the illegitimate baby farm,
to which they might otherwise be exposed.

MEMORANDA.

TO-DAY, 4th December.
8.30 to 12 p.m.—Skating Rink open, at Victoria
Hall, Duddell Street.

TO-MORROW, 5th December.
Noon.—Meeting of New Bazaar Company.
2.30 p.m.—Auction of household furniture, etc.,
at Mr. G.P. Lammer's sales rooms, Duddell
Street.

THE third race of the Royal Hongkong Yacht
Club will be sailed on Sunday next, 6th inst.
The course to be used is No. 18, from mark boat
off Lyeemong (port), Kowloon Rock (port), No. 1
Dock Buoy (port), mark boat off Lyeemong
(port), Kowloon Rock (port); a total distance of
16 miles.

A MOVEMENT in the direction of arming our
merchant cruisers was begun to-day on board
the C.P.R. Co.'s steamer *Empress of Japan*.
Workmen from the Naval Dockyard were
engaged fitting her for the mounting of six guns,
two of which are to be placed at the bow and
stern and two in the waist of the ship.

In a battle between a number of insurgents in
Huahien, Kwangtung, the supposed leader of
the insurgents, one Chang Huan, a returned
emigrant from Australia, was killed. On his
body, says the *North China Daily News*, was
found a valuable gold hunting case stop-watch,
and he wore a belt made of gold plates of an
ingenious foreign design, worth some \$5,000.
There were other valuables, such as two splendid
diamond rings, etc. The booty on his person
alone was worth over \$12,000, which with the
\$4,000 reward offered for his head, fell to the lot
of the lucky soldiers.

A CRICKET match will be played to-morrow
(Saturday) between the H. K. C. C. and the L.
R. C. The H. K. C. C. team is as follows:—
M. D. Wood, W. Y. R., T. N. Howard, W. Y.
R., C. W. Gordon, W. Y. R., P. G. Davis, R. A.,
Ward, E. Mast, R. F. Lammer, H. Arthur, L.
S. Crawford, A. Anderson, and J. Graham. The
following will represent the L. R. C.: Dr.
Aikman, C. C. Ingham, E. C. Berger, Surgeon
Major Johnston, Capt. Langhorne, R. A., Capt.
Lovebaird, A. D. C., R. E. Monney, F. Plomer,
Rev. S. Vallings, and A. S. Anton. Play begins
at 11 a.m. sharp.

We read in the *Strait Times* of the 27th ult.,
that the Straits Fire Insurance Association has
been approached by the Fire Offices Committee
(foreign) of London with a view to amalgamation.
One of the conditions to be imposed is that the
issue of policies on petroleum and all mineral
oil be strictly prohibited. To this several
of the Singapore agents—who are largely in-
terested in oil—not unnaturally demur, and a
meeting was convened to ventilate opinions.
What the result of the meeting was we have not
yet heard, but our Straits contemporary says if
several of the Insurance Companies represented
in the Association refuse to accept the terms
offered to the parent body and secede, there will
be an end of the uniform rates that are so
desirable, and a revival of the old system that
the Association was formed for the purpose of
putting an end to.

THE steamship used by the Chinese soldiers in
escaping from the Pescadores when the Japanese
army occupied the island last spring, and which
was afterwards sunk by them, was raised on
October 31st by those engaged in raising the
wreck of the *Kohak*, a man-of-war, which was
wrecked near the Pescadores last year. It is a
fine ship and not damaged in any way, and will
be shortly taken to Osaka. Attempts to raise
the *Kohak* had been made by divers since last
spring, says the *Japan Daily Herald*, but the
sea being rough most of the time, the work was
suspended. It was found that all the bodies
were washed away by the waves and that the
ship itself is broken into three parts, so it could not
be raised, but over 4,000 articles out of her have
been recovered, all of which were taken to
Osaka and are being inspected by the authorities.
The principal articles are four fish torpedoes
intact, two torpedo heads, four quick-firing guns
and one Hotchkiss gun, all unaltered.

THE FORGERY CASE.

THE PROCEEDINGS AGAINST C. S. M'KINLEY.

At the Police Court to-day before Capt.
Hastings, C. S. McKinley, an electrical engineer
in the employ of the Hongkong Electric Com-
pany, was brought up, on remand, charged with
having on or about the 3rd October forged a
letter or document, dated the 3rd October,
purporting to be signed by one W. Farmer,
of the New Victoria Hotel. Mr. J. Hastings
appeared for the prosecution and Mr. Robinson
(instructed by Mr. Monney) appeared for the
accused.

Mr. Robinson asked for a further remand on
account of the absence of a material witness,
who had arrived here from Japan and had since
gone to Manila without his knowledge. He
wished for time to consult his client. The
witness was Mr. Hankinson, in the employ of
Watson & Co.

Mr. Hastings strongly objected to any further
remand. The witness had been here and could
have been called had the defence wished it.
He himself knew the person had arrived here
and had applied to have a hearing to-day, and
the counsel on the other side had been informed
that the day had been fixed. The counsel for
the defence had had nearly a month in which to
consult their client and he objected to any further
delay. He asked his Worship to commit the
accused for trial.

His Worship asked Mr. Robinson if he would
have any witnesses if the case were remanded
till Wednesday next.

Mr. Robinson said he could give no such
assurance.

During a subsequent discussion between
counsel Mr. Robinson remarked that he did "not
care a button."

His Worship:—Mr. Robinson, what do you
mean by making such a remark?

Mr. Robinson explained that he did not "care
a button" whether he or Mr. Monney came to
the court. He had only been informed that the
case was coming on to-day at 1.15 p.m.

The accused, when asked if he had any-
thing to say, was allowed first to see the
letter after, which he stated that Mr. Raymond
had given him, then cause for offence
and knowing that he (Mr. Raymond) was in the
habit of smuggling opium he gave information
to the French Consul on the 28th September,
two days before the *Hanoi* arrived in Hongkong.
The Consul considered the information insuffi-
cient and asked him for something more definite.
Then he had Mr. Raymond watched, after which
he gave to the Consul information which he
believed to be true. He continued, "I told Mr.
Barnett that I had given the information and I
made no secret of it. If I had been guilty was
it likely I had done this? As to the making of
the box I have an answer, which I reserve."

Accused was then committed for trial at the
Criminal Sessions on the 18th instant, bail being
fixed at \$5,000.

TELEGRAPH RATES.

THE R. A. & C. COMPANY REDUCES RATES.
SINGAPORE, November 27th.
The *Strait Times* in its issue of 27th
November says:—The Eastern Extension Aus-
tralia and China Telegraph Company, Limited,
advertises a further reduction of telegraph rates
from the Straits Settlements to specified places.
The new rates come into force on and after the
1st January next. The directors say they make
these reductions to meet growing trade require-
ments. Another reason is alleged to be a wish
to harmonize through rates with the new China
tariff. Most of these reductions come into opera-
tion on the above date and the remainder on July
1

Intimations.

CHOICE SELECTION OF SWEETS.

"Reviving Sweets repair the Mind's Decay."—POPE.

CADBURY'S CHOCOLATE CREAMS.

A Large Variety in FANCY BOXES, at Popular Prices.

PASCALL'S GOLDEN MALTEX.
CHOCOLATE PISTACHE. MARRONS GLACES.
AMANDES GRILLEES. NOUGAT AUX FRUIT. XTALIZED STRAWBERRIES.
JORDAN ALMONDS. BON-BONS FINS.
&c. &c. &c.

ATKINSON'S PERFUMES,
Various Odours.

WATKINS & CO.,

APOTHECARIES' HALL, 66, Queen's Road Central.

**SOCIETE ANONYME DE TRAVAUX
DYLE ET SACALAN**
Capital: 2,500,000
16, Rue de Valenciennes, Paris

Buildings and ironwork, steel and cast iron, bridges, iron and steel, machinery, steam engines, turbines, dynamos, electric motors, pumps, hoists, cranes, and all kinds of iron and steel work.

CONTRACTORS
Constructing and repairing
Buildings and ironwork.

Apply to Messrs. DODWELL, CARLILL & Co., Hongkong, Agents.

WHAT VITALITY MEANS.

Vitality is your measure of force, or power. Thin babies and feeble old persons have little of it. When the system is unable to assimilate the right kind of food, vitality becomes low.

Scott's Emulsion

Is above all other remedies in giving vitality. It makes no difference whether the emaciated person is in babyhood or in old age. Whenever vitality is low, Scott's Emulsion will be found the most effective remedy for overcoming emaciated tendencies. All chemists.

Sole Agents for Hongkong and the Empire of China—WATKINS & Co., Hongkong.

CHICAGO, ILLINOIS, U.S.A. SLOT MACHINES.

SEND us your name and address and we will give you particulars regarding the greatest investment you can make. We want some one to represent us in all parts of the world. If you place one in your saloon it will pay all your expenses. If you decide to represent us in your part of the country you can make more money than with the best paying business you could go into.

PAUL E. BERGER MFG. CO.,
71 E. Randolph St.,
Chicago, Illinois, U.S.A.

NOTICE.

PASTRY. PASTRY.

I BEG to inform my CUSTOMERS and the PUBLIC that from this date I will have Every Morning a FRESH SUPPLY OF—
AFTERNOON TEA Cakes,
AFTERDINNER CAKES,
SPONGE CAKES,
CHOUX A LA CREME,
FATES DE CHARTRES,
CHOCOLATE CAKES,
&c. &c. &c.

Confectionery by a FIRST-CLASS FRENCH PASTRY COOK.
ORDERS for SPECIAL CAKES will be EXECUTED at the SHORTEST NOTICE.
Speciality for BALLS or SOIREES.

A Trial earnestly Solicited.

G. GIRAULT,
6, Queen's Road Central,
Hongkong, 20th November, 1896. [1800]

CHUTNY CHUTNY
CHUTNY CHUTNY

THE Undersigned begs to notify the PUBLIC that, in consequence of the Large Trade he is now doing in INDIAN COMMODITIES, he has made arrangements to have a CHUTNY of an EXTRA SUPERIOR QUALITY Specially Manufactured for him in CALCUTTA, the first shipment of which has now arrived.

This delicious CHUTNY is unsurpassed—he might confidently say, unqualified—in flavor by any similar preparation and will be found a great relief with CURRIES, COLD MEATS, SALADS, &c.

For HOME FRIENDS you cannot send a more acceptable CHRISTMAS PRESENT, and for that purpose he has had Boxes of dozens and half-dozen made up.

It can be confidently asserted that this is a Condiment of rare excellence, being prepared under close supervision from the CHOICEST INDIAN FRUITS, and making the most delicious combination yet produced.

The Undersigned has also always on hand CURRY PASTE, CURRY POWDER, AND OTHER INDIAN COMMODITIES.

H. RUTTONJEE,
15, D'Agular Street,
Hongkong, 1st December, 1896. [1852]

MITSUI BUSSAN KAISHA.

No. 8, Queen's Road Central.

Head Office—YOKIO.

Branch Offices—

LONDON, NEW YORK, BOMBAY,

SINGAPORE, SHANGHAI, TIENTSIN,

NEWCHANG and all Ports in JAPAN.

Agents—

Milki Coal Mines.

Omura Coal Mines.

Kanetsu Coal Mines.

Tokyo Marine Insurance Co., Limited.

Meiji Fire Insurance Co., Limited.

Imperial Government Paper Mills, Japan.

Cotton Cleaning and Wkg. Co., Shanghai.

Onoda Cement Company, Japan.

Kanagawa Cotton Spinning Mill, Japan.

Tokyo Cotton Spinning Mill, Japan.

Hayashi Clock Factory,
Hongkong, 6th July, 1896.

Shipping.

STEAMERS.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR,"
Captain J. G. O'Brien, will be despatched for the above Ports TO-MORROW, the 5th instant, at 3 P.M. Instead of as previously advertised.
For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 3rd December, 1896. [1838]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"SUNGKIANG,"
Captain C. B. N. Dodd, will be despatched as above TO-MORROW, the 5th instant, at 4 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 3rd December, 1896. [1838]

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship

"TSINAN,"
Captain C. B. N. Dodd, will be despatched as above TO-MORROW, the 5th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 3rd December, 1896. [1838]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"ULYSSES,"
Captain Brown, will be despatched as above on WEDNESDAY, the 9th instant, at 3 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 1st December, 1896. [1764]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM FOR

SINGAPORE, PENANG, COLOMBO,

BOMBAY, KURASHI, ADEN, SUEZ,

PORT SAID, BRINDISI, VENICE,

TRIESTE.

(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT AND ADRIATIC PORTS, to NATAL, EAST LONDON, PORT ELIZABETH AND CAPE TOWN.)

THE Company's Steamship

"GISELA,"
Captain G. G. O'Brien, will be despatched as above on WEDNESDAY, the 9th instant.
Cargo will not be received on board after 3 P.M. prior to date of sailing.
For further information as to Passage and Freight, apply to
SANDER & Co.,
Agents.
Hongkong, 3rd December, 1896. [1732]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE,"
Captain Ellis, will be despatched for the above Ports on THURSDAY, the 10th instant, at 3 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures a plentiful supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is furnished throughout with the Electric Light.

A duly qualified Surgeon is carried.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 3rd December, 1896. [1860]

JAVA, CHINA, JAPAN LINE OF STEAMERS.

UNDER MANAGEMENT OF THE ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS INDIA.

PROPOSED SAILINGS (Subject to Alteration).

JAVA, HONGKONG, YOKOHAMA, KOBE, AMOY, HONGKONG, SINGAPORE, JAVA.

FROM HONGKONG.

S.S. *Federatia* ... To JAPAN ... Dec.

S.S. *Germania* ... To JAPAN ... Dec.

S.S. *Federatia* ... To JAPAN ... Jan.

General Agents for China & Japan, 1, LUTS, WATSON & Co.,
Hongkong, 4th December, 1896. [1822]

SAILING VESSELS.

FOR NEW YORK.

THE 3/3 A. L. 1. 3/4 American Ship

"WILLIAM H. SMITH,"

Wilson, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 19th October, 1896. [1611]

FOR SAN FRANCISCO.

THE 100 AT British Ship

"CLAN MACFARLANE,"

Templeton, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 9th October, 1896. [1475]

NOTICE TO SHIPPERS.

FOR SAN FRANCISCO.

THE 100 A. L. 1. 3/4-mast British Barque

"MATTERHORN,"

Captain J. Williams, will soon be ready to load for the above Port, and will have quick despatch.

For Freight, apply to
MELCHERS & Co.,
Agents.
Hongkong, 28th November, 1896. [1840]

FOR NEW YORK.

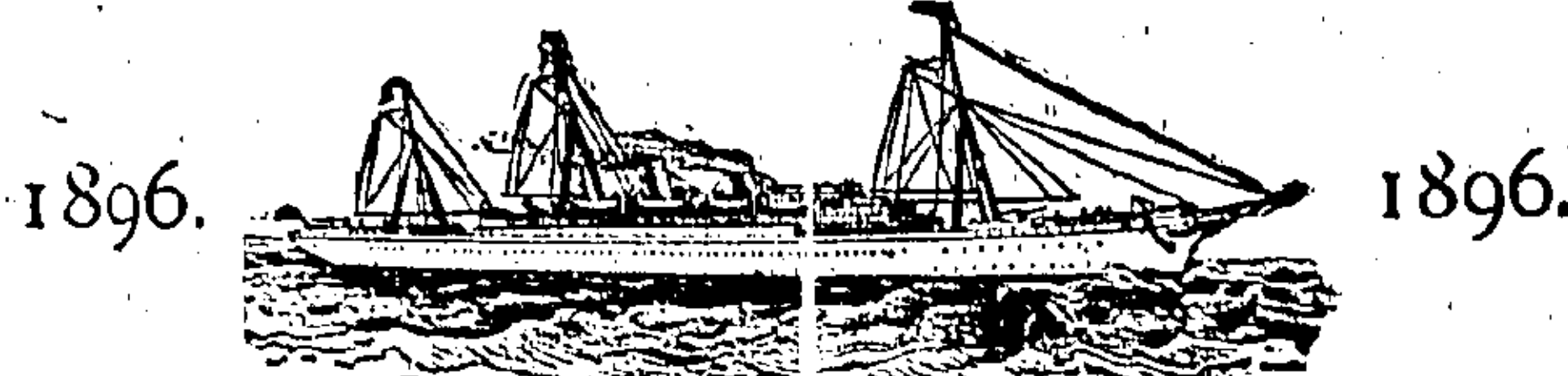
THE 3/3 L. L. 1. 1/4 American Barque

"PENOBSCOT,"

Captain Macleider, will load here for the above Port, and will have quick despatch.

For Freight, apply to
ARNOLD, KARBURG & Co.,
Agents.
Hongkong, 30th November, 1896. [1844]

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 23rd December.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 20th January, 1897.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 17th February, 1897.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

Hongkong, 25th November, 1896.

D. E. BROWN, General Agent, Paddis Street.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu) ... Sunday, 19th Dec., at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu) ... Thursday, 7th Jan., at Noon, 1897.

China (via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu) ... Tuesday, 26th Jan., at Noon.

THE U. S. Mail Steamship

"CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 19th December, 1896, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding ORDERS FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, to the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent
Hongkong, 24th November 1896 [12]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMAN'S RAHTTEN'S GENUINE COMPOSITION RED HAND BRAND.

HARTMAN'S GREY PAINT.

DAHLER'S PATENT MOTOR LAUNCHES &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 10th May, 1896. [14]

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILWAY COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400.

Excellent accommodation. First-class Tables, DOCTOR and STEWARDESSE carried.

HONGKONG TO NEW YORK \$350.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.

Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Tacoma 2,549 | Tuesday | Dec. 8.

Victoria 3,167 | Tuesday | Dec. 29.

Olympia 2,668 | Tuesday | Jan. 19.

Bremerton 3,601 | Tuesday | Feb. 9.

Tacoma 2,549 | Tuesday | Mar. 2.

THE Steamship

"TACOMA,"

Captain T. A. Whistler, R.N.R., sailing at Noon, on TUESDAY, the 8th December, will proceed to VICTORIA, (B.C.), and TACOMA, (Wash.), via SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to
DODWELL, CARLILL & Co.,
General Agents.
Hongkong, 17th November, 1896. [4]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN, SUEZ,

PORT SAID, NAPLES, GENOA,

ANTWERP, BREMEN AND HAMBURG,

PORTS IN THE LEVANT,

BLACK SEA AND BALTIC PORTS:

LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS,

GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON

TO LAND PASSENGERS AND LUGGAGE.